

# The Weekly Clarion.

Thursday, - - - Jan'y 10, 1873

The Shubuta Times calls a meeting to appoint delegates to the State Plaster Convention in this city on the 23d inst.

**ACKNOWLEDGMENT.**—To the courtesy of Hon. G. C. McKee, we are indebted for a regular report of Congressional Proceedings in the Globe, the official journal of Congress.

**HIGH COURT DECISIONS.**—For the information of our subscribers of the legal profession, we will state that henceforward the synopses of these decisions which are furnished to the Pilot by the Attorney General, will be republished in THE CLARION.

A Washington correspondent of the N. Y. Herald says that "those interested in a general amnesty bill have, after a 'thorough canvass of both houses, come to the conclusion that nothing of the kind is possible at this session." The Administration is opposed to amnesty, though it peddled out an occasional pardon for a vote. The Mongrels in Mississippi profess to be decidedly in favor of general amnesty, but we have seen no signs of a split between them and their leaders at Washington.

To the credit of Governor Alcorn we are glad to say that in appointing Messrs. B. C. Fairman and Jas. M. Smith, Mayor and Council of Crystal Springs, he has, in the language of the Herald, selected "old and reliable citizens who will do all they can to advance the interests of the people." Here is a good beginning. Now, let us have something more of the same sort. We are eager to record it.

**A MOVE IN THE RIGHT DIRECTION.** Senator Hardy has introduced a bill to repeal the section of the act, authorizing the manufacture of the bogus currency known as certificates of indebtedness, providing for the issuance of \$500,000 of bonds under the seal of the State; and also, the clause authorizing the Auditor of Public Accounts to levy a special tax for the payment of the principal and interest of the said bonds. These are the most iniquitous features of the law, and we are glad to note that agitation for their repeal has commenced. Let the good work go on. The taxpayers must be spared the burden of that infamous measure. It is the last feather on the camel's back.

**The Capitol Building.** The improvements on this building are progressing rapidly. And the work is done in a style creditable to the workmen and the committee in charge.

Nevertheless, in the present impoverished condition of the tax-payers, the appropriation was entirely too large. The work ought to have been postponed until they could better afford to bear the expense. A large majority of the tax-payers are living in the humblest abodes, and are struggling for the means of subsistence against such a tide of adversity as scarcely any people were ever before forced to contend. Under these circumstances, the Legislature might well have afforded to put up with accommodations less costly than the gorgeous apartments which are being prepared for them.

The men who voted these appropriations to which they contribute so little, ought to have been content with their enormous per diem and mileage. These rates are the same prescribed by the law of 1865, when Auditors' Warrants were at a heavy discount, and taxes low. Now, notwithstanding the high taxes levied for the purpose of bringing them up to par rates, the per diem is retained, and the general expenses of the Legislature are enlarged beyond all precedent. To this accumulation of burden is superadded not only the expensive Capitol, but an appropriation of forty odd thousand dollars for the Executive Mansion, to puff the vanity and to gratify the pride of those who happen to be the occupants of those establishments. It is a defiance of reason to assume that these extravagant appropriations were needed, or ought to have been made.

## The Senatorial Question.

Our exchanges have raised the point as to the expiration of Revels' term, 1873, and assumed that he is the successor of Mr. Davis, on the theory of the Senate that the State has never been out of the Union. These are both errors. His term expires in March, 1871; and his term on the same line of succession from Gov. Brown, commencing, according to the classification in Hickey's Constitution, from the term of Thos. H. Williams in 1817, when the State was admitted into the Union. Ames is the successor of Mr. Davis. Gov. Brown's verbal good luck attends him in having, of the two, Revels to succeed him. Ames' term expires in 1873. Gov. Alcorn is constitutionally the successor of Revels. The law of July, 1866, provides that the Legislature of each State "which shall be chosen next preceding the expiration of the time for which any senator was elected to represent said State in Congress, shall, on the second Tuesday after the meeting and organization thereof, proceed to elect a senator in Congress, in the place of such senator so going out of office, in the following manner," etc., etc. He was accordingly elected on the second Tuesday after the meeting of the present Legislature; and it is for him to say whether he will serve or not. If he does not choose to serve, he can retain his present place and appoint his successor to serve until a new election is had.

Florenty was so sure of the appointment of Brigadier General, that he had appointed a negro as one of his staff officers. Holy Springs Reporter.

Was it not right, friend Reporter, for the General to follow the example of the Commander-in-Chief? There are two colored members of Governor Alcorn's military family—S. J. Ireland, Col. 1st Regiment, Hinds County Colored Militia, detailed as Assistant Adjutant General and Lieut. Col. J. J. Spelman, Aid-de-Camp, both highly colored.

## Reapportionment.

In a late number, in describing the business of the Legislature previous to its speedy adjournment, by a typographical blunder we were made to say that it ought to pass a fair and just "appointment" bill; of course APPORTIONMENT was meant.

We now repeat the suggestion then designed. The Constitution makes it obligatory on the present Legislature to pass a law apportioning the Representatives and Senators among the several counties and districts. Sec. 33, of Article 10, declares:

The Legislature shall provide for the enumeration of the whole number of inhabitants and of the qualified electors of the State once in every ten years; and the first enumeration shall be ordered at the first meeting of the Legislature under this Constitution.

By act of the Legislature provision was made for executing this clause, and inhabitants and electors have been enumerated. Sec. 34, of Art. 10, further declares:

The number of Representatives shall at the several periods of making such enumeration be apportioned among the several counties, districts, according to the number of qualified electors in each, and shall not be less than one hundred nor more than one hundred and twenty.

And Section 35:

The number of Senators shall, upon such enumeration, be apportioned according to the number of qualified electors. &c. &c.

In obedience to these mandates, the initial step was taken at the last session of the Legislature by special provision for enumerating the inhabitants and voters. If the officials on whom this duty devolved, have performed it, the Legislature is now prepared to proceed with the apportionment. And we will repeat what the people expect and what justice demands, that it shall be just and fair, giving to every county and section of the State and all classes of the people thereof, the representation to which their numbers entitle them under the Constitution in the legislative department of the Government.

The apportionment under which the present Legislature was elected, is manifestly an iniquitous measure, born in the corrupt and proscriptive spirit which marked all the deliberations of the aliens and public enemies, white and negro, who composed the black and tan convention of 1863. It was framed notoriously to give the control of the present Legislature beyond all contingencies, to the Radical party, in violation of the principle laid down in the above quoted clauses of the constitution. The character of this measure was described during the debates when it was pending, and in the canvass of 1868. It is not necessary to reproduce the figures. The rule was laid down in its construction, and inflexibly executed, that the districts or sections in which the white population outnumbered should have representation below their numbers, and those in which the negroes predominated should have an excess.

And in the arrangement of the Senatorial districts iniquity was exercised to give to the black element, or to those who controlled it, an overshadowing influence. This measure has served the purpose of its authors; and we may not unreasonably ask that in the reassignment of Representatives and Senators, reference be had to justice and honorable dealing with both races, as well as to political expediency. Besides, some of the Mongrel rulers now profess so far to have reformed their creed as to admit that it is wrong longer to discriminate in the distribution of the privileges and burdens of government against the white races. We will see.

## Emigrants for Mississippi.

By the arrival of the English steamship St. Louis, from Liverpool, yesterday, our friends at Hazlehurst, Miss., gained an addition to their population in the persons of some forty sons and daughters of Albion, who, as they stood on the levee, surrounded by miniature mountains of baggage, presented such a picture of health and beauty as we women and girls especially, have often seen in this latitude. These English people appear to be from the middle strata of society, and seemed to be well provided with this world's goods. They will no doubt be well received by the thriving town of Hazlehurst, where they will devote themselves to agriculture and other productive vocations.—N. O. Picayune.

## The Last Copiahian announces the arrival of the immigrants at their destination.

They have come over under care of Dr. Hanslow, a public-spirited citizen of Copiah, who visited Europe on this special mission in the interest of his neighbors and friends. An interesting letter from this gentleman, explanatory of his objects and describing the interest which he had awakened among the people he was visiting, was published in THE CLARION during his sojourn abroad. We are gratified to note that he has succeeded in bringing over a company as above mentioned, composed of persons employed in household and farm labor.

The occasion is not inappropriate for a few well-meant suggestions to the parties who have engaged in this enterprise, if they intend it as the first wave of a vast ocean which they would roll with its deposit of wealth within their borders.

They should not expect these newcomers to change the diet to which they are accustomed, and to be satisfied with corn-bread and mess-pork. They are not used to these articles of food. They will require four bread and a greater variety of other food, if in less quantities. Care should be taken to provide them with houses to live in as comfortable as circumstances will permit.

A small crop of cotton and a full one of grain, should be put in for their cultivation the first year during the process of acclimation. The hard, incessant and prolonged labor of cultivating cotton is not favorable to the training of the constitutions of immigrants to the heat of our sun.

Too much should not be expected the first year. In fact, very little should be expected. If both parties succeed in defraying expenses within that time, and in the mean time succeed also in training body as well as the mind for future usefulness, a great deal will be accomplished.

The Radical militia of South Carolina, are committing brutal outrages upon the people of that State. It was this class of Radical outlaws, who created a reign of terror in North Carolina, and they are now acting in a like manner in South Carolina.

## Lowndes County Representative.

There is a rumor afloat that Major Whitfield has been to Jackson to consult Radical authorities upon the chances of his successfully contesting the seat of Dr. Z. P. Landrum in the Legislature. The friends of Major W. outside of his new party affiliations, are disposed to deny the report, and think that neither upon his own responsibility or the bad advice of others could he have taken a position so fatal to his future standing among his old friends and associates. Why, even the carpet-baggers in the South, have after a fair contest before the people, scorned to take advantage of the technicalities of corrupt legislation to foist themselves in office over them.—Columbus Index.

We are not prepared to say what Maj. Whitfield's conduct in the premises has been, though there is no telling what a man may be influenced to do when he abandons himself to Radical association. He soon betrays a horrid facility of adaptation to the requirements of his position. The Mongrel majority have shown a spirit of proscription in the case of Dr. Landrum wholly inconsistent with their liberal professions. If they were willing that the candidate who was elected to the Legislature from Lowndes should take his seat, the object could be speedily effected by an application to Congress in their name. This was done in the cases of several members of the Legislature, some of whom were elected as Republicans. And also in the cases of Executive appointees. Do the Radical leaders intend to go back on their pledges?

P. S. By a later number of the Index we learn that Whitfield has notified the member elect that he will contest his seat on the ground of "intimidation and voter fraud." On these pretenses the applicant bases his claim to the seat; and relies upon a partisan majority to give it to him. Obtained under such circumstances, the place will be an eminence of infamy.

**SOUTHERN RAILROAD CONVENTION.**—The representatives of all the railroads between Washington City and New Orleans met in convention, at Augusta, on Monday last, the leading object being the arrangement of a faster schedule between the two first named cities. A very large number of presidents and superintendents were present. R. R. Bridges, of Wilmington, was elected President of the Convention. George H. Hazlehurst, of Macon, was elected Secretary.

Of the action of the Convention we gather the following information from the Chronicle and Sentinel:

"Two sessions of the Convention were held during the day and night, and on the first day several resolutions were adopted. The first was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The second was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The third was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The fourth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. 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The hundred-ninth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-tenth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-eleventh was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-twelfth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-thirteenth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-fourteenth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-fifteenth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-sixteenth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-seventeenth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-eighteenth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-nineteenth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-twentieth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-twenty-first was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-twenty-second was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-twenty-third was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-twenty-fourth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-twenty-fifth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-twenty-sixth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-twenty-seventh was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-twenty-eighth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-twenty-ninth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-thirtieth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-thirty-first was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-thirty-second was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. 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The hundred-forty-first was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-forty-second was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-forty-third was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-forty-fourth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. 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The hundred-forty-ninth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-fiftieth was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-fifty-first was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. The hundred-fifty-second was a resolution to hold a convention of the railroads of the South, to be held at some future date, for the purpose of discussing the question of a faster schedule between the two first named cities. 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